

AMERICANS ON SEIZED SHIP ARE UNMOLESTED

U. S. Mails on Frms Hendrik Also
Not Touched by the
Germans.

LONDON, September 23.—The Dutch mail steamer Prins Hendrik, which left Flushing this morning for London, having on board a number of Russians, French, Belgians and British, including some escaped war prisoners, was captured twenty miles out from Flushing by the Germans and taken to Zebrugge, where approximately half of her sixty-four passengers were taken off.

Several Americans were aboard the steamer, including Herbert C. Hoover, chairman of the American commission for Belgian relief, but they were not molested in any way.

The steamer was later released and returned to Flushing. It will proceed for London Sunday.

Heavy mails were aboard, among them much from America. According to the latest reports the American mail was not touched.

One report says a submarine made the capture, and that the German craft was a destroyer.

PRISON FOR POSTAL THEFT.

Former Assistant Postmaster in
West Virginia an Embezzler.

Special Dispatch to The Star.

MARTINSBURG, W. Va., September 23.—In the federal court here this afternoon William K. Saville, formerly assistant postmaster of Okonoko, W. Va., pleaded guilty to the embezzlement of \$420 of the funds of his post office, and was sentenced by Judge Dayton to one year in the federal prison at Atlanta, Ga.

It developed during the examination that Saville had also served as postmaster of Okonoko some years ago, and that during his term of office \$3,000 of government funds disappeared. At that time he confessed the embezzlement, but was only fined when he returned the money to the government.

8-HOUR LAW JUST, PRESIDENT ARGUES

(Continued from First Page.)

world were waiting for their service, and as they have sought and obtained entrance into these markets a new vision has come to them, of what the development of the resources of America means; of what the organization of American efficiency means; of why it was that American merchants and American manufacturers and American miners and all the multitude of men who have developed the peaceful industries of America were planted under this free polity in order that they might look out upon the service of mankind and perform it.

"Only at the Beginning."

"There never was a time when the pulse of energy and success beat so strongly in the veins of American business as it beats today. And yet I hope that all business men in America realize that we are only at the beginning of a new era. America has not played its proportionate part in the development of the world. I mean that it has not played a part proportionate to the gifts of Americans and the resources of America, and that in the times to come, partly because of the circumstances of recent years, but chiefly because America is now about to release her energies, the scope of American business will be what men have hitherto dreamed of, if American men know how to take advantage of the opportunity.

"The problems that are before American business are world problems rather than American domestic problems. America must understand the world in order to subject it to its peaceful service. And yet when we look upon the field of American business there are some things that disturb us. Some men seem to think that the way to advance American business is to walk backward and to attempt again to take the old policies which have characterized an age when our shut doors against the influences of the world.

Chief Cloud Upon Horizon.

"But the chief cloud that is upon the domestic horizon is the unsatisfactory relations of capital and labor. There is only one way, gentlemen, in which the relations of capital and labor can be rendered satisfactory. That is, by, in the first place, regarding labor as a human relationship of men with men; and, in the second place, to regard labor as part of the general partnership of energy which is going to make for the success of business men and business enterprises in this country. So long as labor and capital stand antagonistic the interests of both are injured and the prosperity of America is held back from the triumph which are legitimately its own.

"Too Much Guidance By Lawyers,"

"You know that we have been a legalistic people. I say with all due respect to some men for whom I have a high esteem that we have been too much under the guidance of the lawyers, and that the lawyer has always regarded the relations between the employer and the employee as merely a contractual relationship, whereas it is, while based upon contract, very much more than contractual relationship. It is a relationship between one set of men and another set of men, with interests that they ought to serve in common with persons whom they love and must support on the one side and see that they had some assurance that they were speaking the truth to one another, never had franker conference in my life than I had with the representatives of the two sides.

Watched It With Anxiety.

"You know that when the public began to notice this controversy it had already been going on for some time. I had been watching it with great anxiety, and when it became evident that an accommodation was not going to be reached I thought it my duty to try my hand at the difficult task of accommodation. I knew how much was involved, not only in the immediate effects of a great strike, but the men demanded an eight-hour day, and that in order to make the eight-hour day work they demanded that the railroad pay them one-half more for overtime than they paid them for the time in the regular day, the men alleged that that was their right, and that they could obtain only a genuine eight-hour day, by making the railroad pay more for the time beyond the eight hours than they paid for the time within the eight hours. I saw at that time that there was one part of this which was arbitrary, but in my opinion there was another part that was not arbitrable. I do not regard the question of the principle of the eight-hour day as arbitrable.

Heart Must Be in It.

"If he is a mere tool of his employer he is only a tool and does not go into it. He does not plan how the work shall be better done. He does not look upon the aspect of the business or enterprise as a whole and wish to co-operate in the advantage of his brains and his invention to the advantage of his fellow citizens, are governed by the heart, and if the heart is not in it nothing is in it.

"I have recently been through an experience which distressed me. I tried to accommodate a difference between some of the employees of the American railroads and the executives of the American railroads, and the price thing I discovered was that on the one hand there was unlimited suspicion and distrust of the other side, and that the suspicion and distrust was returned by the other side in full measure.

Arbitration War's Alternate.

"The executives did not believe in the sincerity of the men, and the men did not believe in the sincerity and fairness of the executives, and while arbitration was being discussed I had this thought: Arbitration is a word associated with the dealings of hostile interests. It is an alternative of warfare. Human relationships, the contemplation of hostility as between men whose interests are the

same and who should co-operate to

United States. It was known as the eighty-cent gas case, where, by legislation in the state of New York, 80 cents was established as the charge for the unit of the supply of gas, and the law was contested upon the ground that it was discriminatory, and therefore unconstitutional.

Arbitration of a Conjecture.

"I said to the railroad executives: 'You are asking that the result of the eight-hour day be predicted and the prediction be arbitrated. You are asking for an arbitration of a conjecture, of an opinion, of a forecast of the figures of experts based upon an entirely different experience, and if you were to ask me personally to arbitrate such a question I would say I am not competent to arbitrate it.'

Urged at Every Conference.

"That was the proposal which they rejected and which Congress put into law, a proposal which I made to them. I conferred with it, which I urged upon them at every conference, and which when the one side rejected and the other side accepted I went to Congress and asked Congress to enact. I did not ask either side whether it was in favor of it, but I asked whether it suited them. I learned before the controversy began, so far as I was concerned, that the whole temper of the legislative body of the United States was in favor of the proposal.

Stood For Eight-Hour Day.

"The first thing I told both sides before I requested their opinion was that I stood for the eight-hour day. I received no suggestion of any kind from either side as to what the basis of settlement was to be, except that the railroad executives did suggest that Congress give them some sort of assurance that if the eight-hour day went into operation they would get increased rates for the carriage of their freight. I pointed out to them that it was impossible to tell whether they would need increased rates for the carriage of their freight.

"I believe in the eight-hour day because a man does better work within eight hours than he does within a more extended day, and the whole theory of it—a theory which is sustained now by abundant experience—is that his efficiency is increased, his spirit in his work is improved, and the whole moral and physical vigor of the man is added to.

"This is no longer conjectural. Where it has been tried it has been demonstrated. The judgment of society, the vote of experienced men in America that has voted upon it is a verdict in favor of the eight-hour day. And therefore I said to those gentlemen on both sides at the very beginning: 'The eight-hour day ought to be conceded. But they said: It will cost us an immense sum of money. How do you know how much it will cost you?'

Eighty-Cent Gas Case.

"You remember there was a case decided by the Supreme Court of the

United States. It was known as the eighty-cent gas case, where, by legislation in the state of New York, 80 cents was established as the charge for the unit of the supply of gas, and the law was contested upon the ground that it was discriminatory, and therefore unconstitutional.

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CARD OF THANKS.

VENABLE. We wish to express our sincere thanks to our relatives and friends for their sympathy and beautiful floral tributes extended on the death of our beloved son and brother, JOSEPH W. VENABLE.

By the Family.

MARRIED.

BROOKS—BAUMAN. On December 22, 1915, at St. Paul's Roman Catholic Church, Wilmington, Del., by the Rev. Thomas F. Waldron, GRADY J. BROOKS to ANNIE BAUMAN, both of Washington, D. C.

DIED.

DEAN. Suddenly, on Friday, September 22, 1916, at 7:30 p.m., JOHN R. DEAN, beloved husband of Martha E. Dean (nee Wilson).

MOSHER. On Friday, September 22, 1916, at 5 p.m., at her residence, 2006 S. street, ANNA M., widow of James Mosher and daughter of the late Dr. James E. and Nora Diggs Morgan. Requiem mass at St. Patrick's Church, Monday, September 25, at 10 a.m. Interment private.

PIERCE. On Friday, September 22, 1916, at 7:30 a.m., at the residence of her sister, Virginia R. Wheatley, of her sister, MARY HARTLEY, wife of the late Adolphus Pierce. Funeral services at Cawley's chapel, 1414 Broadway, September 25, at 4:45 a.m. Interment at Western cemetery, Baltimore, Md.

PRYOR. On Saturday, September 23, 1916, at his residence, 226 5th street, JOHN H. PRYOR, in his seventy-eighth year. Notice of funeral hereafter.

ROBINSON. On Friday, September 22, 1916, at Garfield Hospital, NANNIE Robinson, widow of late Judge John S. Robinson, daughter of late Judge John S. Robinson, died at 2:30 p.m. Funeral services at Cawley's chapel, 1414 Broadway, September 25, at 4:45 a.m. Interment at Western cemetery, Baltimore, Md.

SCHLEIF. On Friday, September 22, 1916, at 12:20 p.m., GEORGE J. SCHLEIF, beloved husband of the late Margaret Schlerf, died at his residence, 919 P street northwest, on Monday, September 25, at 2 p.m. Relatives and friends invited. Interment at Glenwood cemetery. Please omit flowers.

WILKINSON. On Friday, September 22, 1916, at 7:40 p.m., at his residence, 1429 Morris road, ANACOSTIA, D. C., JAMES W., beloved husband of Grace A. Wilkinson. Funeral services at Cawley's chapel, 1414 Broadway, September 25, at 4:45 a.m. Interment at Western cemetery. Please omit flowers.

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MAHONEY. Suddenly, on Saturday, September 23, 1916, at 3:30 p.m., at his residence, 1332 East Capitol street, CHARLES A., beloved husband of Frances Mahoney, died at 3:30 p.m. Friends and relatives invited. Interment private.

MANSUY. On Saturday, September 23, 1916, at 12:40 p.m., at his residence, 1332 East Capitol street, CHARLES A., beloved husband of Frances Mahoney, died at 3:30 p.m. Friends and relatives invited. Interment private.

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